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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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SOURCE

1. Plant No 264 in Krasnoarmeysk (48°31'N/44°34'E) on the western bank of the Volga was both a tank plant and a shipyard. The buildings, which, with few exceptions, were almost new, were made of reinforced concrete. Most of the roofs, which were equipped with skylights, had steel frames covered with cement slabs, several centimeters thick, and sealed with tar and felt. Almost every workshop had one or more traveling cranes, mostly of German make. The plant's machinery, predominantly German equipment originating in Brandenburg/Havel (N 53/2 23), operated at 60 to 70 percent of its capacity. Servicing and maintenance of the machinery was poor. The plant owned four medium size locomotives without tenders, a large truck park, and extensive track installations. The roads in the plant were paved by PWs. *
2. The plant produced 60 tank hulls for JS tanks from January to April 1946. Later the production rate increased. The plant employed about 1,200 PWs and 3,000 to 4,000 Soviet workmen.

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* Comment. For layout sketch of plant installations, see Annex. The sketch used in this Annex is the one use in a previous report on this plant. Using this sketch as a guide, source supplied the information given in the legend which essentially agrees with the previous report as regards the identification of the various departments but does not altogether agree as to the equipment and functions of these departments. Department No 90 was reported for the first time and may have been the designation given the power plant previously located in building 1a. Building 8 was previously reported to house Departments 110, 172, and 180 as well as Department No 50. According to the previous report, building 10 also housed Department No 150.

1 Annex: One sketch on ditto.

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Legend:

Plant No 264 in Krasnoarmaysk.

1. Department No 175. This was a foundry equipped with two furnaces, one of which was usually in operation while the other was being repaired.
- 1a. Departments No 90 and 120. There was formerly a power plant in this building. It was removed after the reconstruction or expansion of the Beketovka Power Plant. Armor plates were prepared in Department No 120, as well as annealing, pressing and hardening of 20 mm-thick corrugated sheet iron cut from steel plates, 150 x 120 cm, for railroad car construction.
2. Departments No 190 and 230. This was a forge and pressing shop, equipped with three large forge presses and two hammers. The prepared armor plates were also polished in this shop and were sent to Department No 500 to be assembled.
3. Department No 130, a pressing shop, was equipped with two hydraulic presses, manufactured by the Siempel-Kamp and Co Machine Factory in Krefeld (K 52/A 10), and four annealing furnaces. The steel plates coming from the annealing furnaces passed through the presses and after processing were moved to Department No 170 and Department No 900. Railroad car plates were also annealed in this shop and molded to pattern. These pattern, as well as pattern for armor plates, were manufactured in Department No 130.
4. Shop No 170. Armor plates for tank construction and protective shields for medium guns as well as plates for railroad car construction were adjusted in this shop.
5. Welding shop.
6. Construction of ground fortifications, tank cupolas.
7. Department No 100. Machine shop for the construction of steel framework: derricks, 2.5 x 2.5 meters at the base and 4 meters high. Derrick components were probably partially assembled in this department while the final assembly of the derricks was done in the welding shop.
8. Department No 50. Machine shop and lathe shop for turning shells. Department No 50 was formerly a garage. Mortar ammunition was produced in this workshop during the war. About sixty machine tools, including lathes, drilling machines and punches, were in the workshop but these machines were not mounted for operation.
9. Department No 900 was the tank assembly shop. The equipment comprised two to three gas-fueled annealing furnaces. The armor plates came to this department as blanks. They were then annealed, smoothed, prepared, cut and electrically welded into tank hulls. The openings for driving shafts etc. were cut with blow torches and then polished. Completed hulls left by rail.
10. Department No 140 was an annealing shop. The equipment included five to six gas-fueled annealing furnaces. The side parts of the tanks already welded were placed in these furnaces for hardening. Each furnace had a capacity of four to five plates. The plates allegedly remained in the furnace for an entire day. They were removed white-hot and by means of a crane were dropped into basins filled with cold water. They were

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then passed through special rolls for surface polishing and came to the Departments No 190 and 230. Electrodes, metalworking tools and, as secondary products, buckets and other household items were also manufactured in this building.

11. Department 400. Precision machine shop. The equipment included a great number of lathes, drilling and milling machines.
12. Department No 76 which was a welding shop.
- 13a - h. Department No 270. Shipyard installations. Tugboats of 1,000 to 2,000 GRT were built in this department. Construction progressed very slowly. In 1944 there were three ships under construction. In July 1947 these ships were launched and the keels were laid for three new ships. The production had been considerably accelerated by 1947.
14. Repair plant for streetcars and trucks.
15. Machine shops.
16. Plant repair department.
17. Electrical workshop.
18. Oxygen department.
19. Transformer station. This station was part of Departments No 130 and No 170.
20. Old boiler house. The installation consisted of four coal-fired furnaces.
21. New boiler house. This was a modern installation equipped with three or four furnaces. It was not in operation as of July 1947.
22. Water tower.
23. Oil tanks.
24. Gasoline dump.
25. Administration building.
26. Unidentified buildings.

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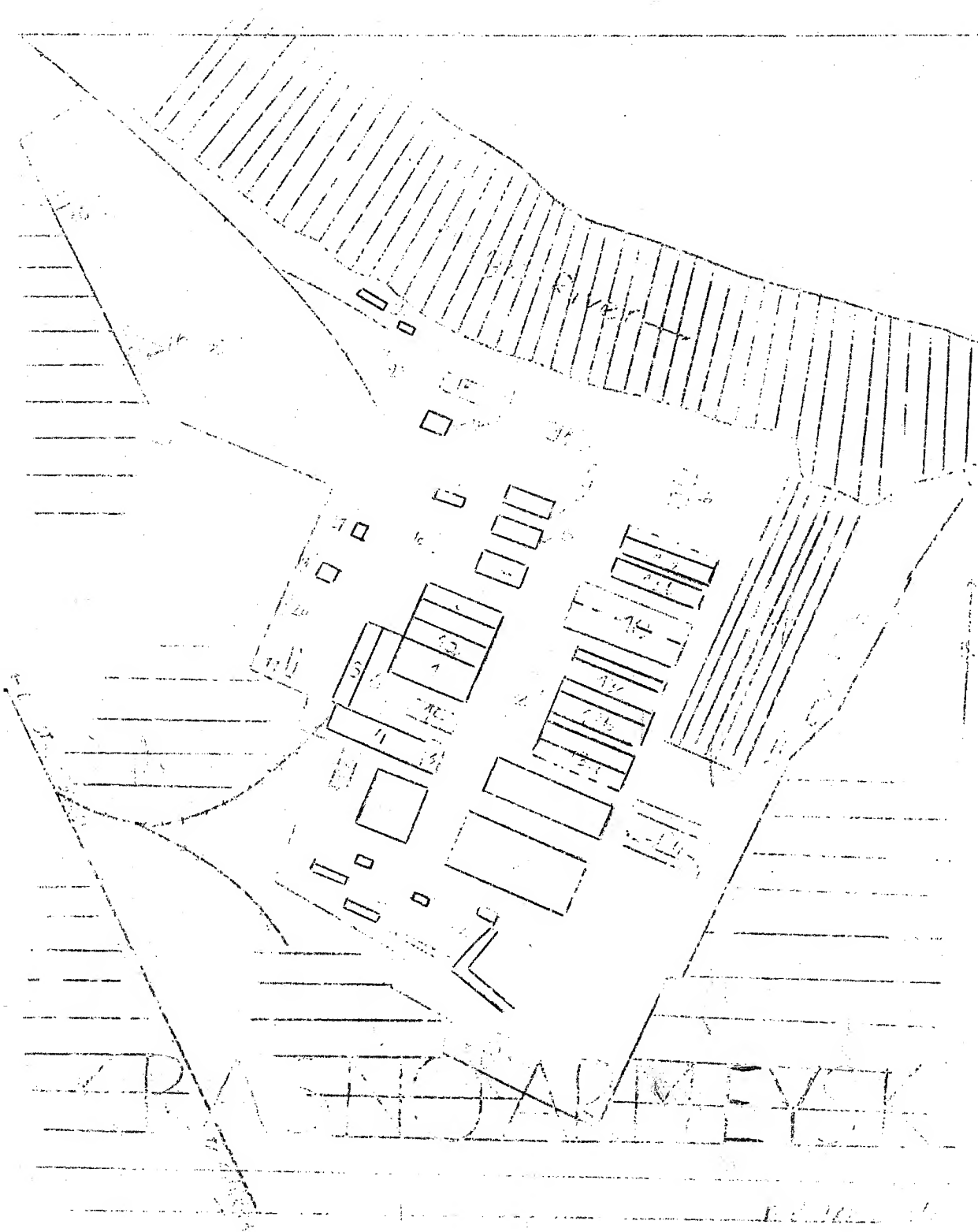
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Plant No 261 in Krasnoarmeysk



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